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1.00 p.m. to 1.30 p.m. Every 15 minutes.
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2.00 p.m. to 2.30 p.m. Every 15 minutes.
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Hongkong, 18th November, 1901. 47

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CHEANG TO CHAI,
President of
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Canton, 9th April, 1907. 743

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Hongkong, 21st April, 1897. 114

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Hongkong, 9th February, 1907. 804

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Hongkong, 25th April, 1907. a31

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From the University of Pennsylvania, U.S.A.
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Hongkong, 24 d'Abri, de 1907.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 26TH, 1907.

SIR CHARLES ELIOT, K.C.M.G., is a globe-trotter with a difference. Though his "Letters from the Far East" [London: EDWARD ARNOLD] are not offered as anything more than impressions de voyage, they are written by an acute observer and intelligent scholar, one who shines "vice of thought as well as of language," and the brevity of the writer's visit to these parts seems to have been fully compensated by the diligence with which he observed and enquired, and the care with which he sifted and assimilated the results. We quoted last year in the *Westminster Gazette*, and do not propose here to do more than call attention to some of the many interesting points made in the course of the introduction which he has written from them in their present book form. That such a man should think it necessary to protest, as he does, against the error of lumping together as Orientals all Asiatics from Turkey to the Pacific, argues that the error is one commonly made, although out here we do not need to be told how foolish and how misleading it is. Sir CHARLES puts the Chinese and Japanese on quite a different level of estimation to other Asiatics or Orientals, and he remarks that "any

absolute dichotomy of the Old World into east and west is misleading. Europe has a certain homogeneity in spite of many differences, but even superficial uniformity is wanting in Asia. For the benefit of European readers chiefly we have frequently harped on that string. There are greater differences than similarities between the Chinese and Japanese, greater even than Sir CHARLES ELIOT seems to have noted. He sees clearly that academically there is little to choose between the civilizations of the Orient and the Occident. The latter he defines broadly as an "enormous development of the material and mechanical sides of life, and of the scientific studies which render them possible," which is "invariably associated with Christianity," although "it does not appear that the material, scientific, and moral progress of Europe is due to Christianity. It has been least striking in the countries where the clergy have most power." As for the former, the people "are neither aggressive nor fanatical"—"the basis of Chinese institutions is an excellent, sane, prosaic, moral philosophy." By implication Sir CHARLES must regard missionaries as impertinent intrusions. The traits of the Oriental mind are often correctly catalogued, but both readers and writers err in assuming them to be peculiarly Oriental, instead of common to the whole human race. One of the "Chinese Characteristics" cited is "intellectual turbidity," on which Sir CHARLES ELIOT breaks out thus deliciously:

"There is no doubt a good deal of turbidity in the Chinese mind, but it is unknown in America? In Great Britain, at any rate, not only mental turbidity, but a hatred of clear thinking and lucid statement is one of the strongest national characteristics, and an average British Cabinet contains enough intellectual turbidity to supply a whole Chinese mob."

Unfortunately, so far as our unqualified approval of his letters is concerned, Sir CHARLES occasionally seems to neglect his own system of clear thought, as when he condescends to be impressed by the unanimity of Japanese Treaty Port opinions of the Japanese. Still, he thinks a good deal for himself, and he has discovered for himself the jealousy which, unable to deny Japanese progress, calls the Japanese mere imitators of Western methods. The Japanese have a genius for adaptation, which is something more than imitation. Europeans cannot claim absolute originality. Sir CHARLES shrewdly if unkindly points out that:

"The inhabitants of the British Islands, for instance, did not invent the Christian religion, or the Roman alphabet, or the forms of art which they pursue with most success, any more than the Japanese invented what corresponds to these things in Japan; but few European nations have had so great a talent for infusing their own special individuality into what they borrowed without spoiling it."

It is his analysis of Chinese civilization, however, which most impresses us as an exceedingly clever impressionist study. His references are mostly to traits unadverted upon by others, or to apparent defects, but he makes it clear that he is no slave to prejudice. It was necessary, because he felt that the explanation to be sought was why the Chinese had not cut a better figure in the world, as a result of their admitted excellencies, and in some things, their superiorities.

In numbers they exceed every other race, even if we reckon all Europeans together as a unit, and their physique is excellent; they can live anywhere, and certain sections of them are disposed to emigrate; they are civilized, laborious, and excellent men of business. Why then, have so large and gifted a people not conquered the world? The answer must be found in their mental defects, and, perhaps, to some extent, in their virtues, for though in practice modern international ethics assume the contrary, attention to one's own business and an unaggressive spirit are not faults.

Why should they, being civilized, want to conquer the world? They are wise enough to know that no dogma is worth thrusting upon unwilling converts at the sword's point, and the only remaining excuse for conquest, trade, has never been their's because China has always been big enough to live on its own internal commerce and barter. Their ideal of national prosperity is very similar to the European's, and though the national arrogance makes them scorn the elementary study necessary for material reform under modern conditions, they are not so conservative a race as to be Panglossians. They have reformed before, and probably a change of dynasty, the disappearance of Manchu tyranny and corruption, would open our eyes to see that the terms China and decay are far from being indissolubly married. But that to be as Europeanized as the Japanese is an imperative step for them to take is not the view of Sir CHARLES ELIOT at least. He says "the evils and ugliness of modern European civilization are as obvious as its advantages, and there is no clearer proof of them than the fascination which the East exercises upon nearly all

who come under its spell." So far as Japan was concerned, it showed itself, unlike China, too willing to learn, "which makes it ready to abandon its own good points." Now that China is on the move, it is to be hoped that it will not be misled into abandoning its own good points for Europe's bad ones, but vice versa.

The German Mail of the 27th March was delivered in London on the 24th inst.

A Chinese quack doctor who found himself at the Magistracy yesterday on two charges of hawking without a licence and causing an obstruction told Mr. Hazeland that he was only pulling teeth and the people were looking on. To discourage him from practising his calling in this manner he was fined two dollars on the one charge and three dollars on the other.

The Chinese Government has directed Yang Chu, Chinese Minister at Tokyo, to sound the Japanese Government as to whether it intends to restore the Fushan collieries or not. According to the *Peking and Tientsin Times* the Minister has replied that the Japanese Government has no intention of restoring them, and that should China insist on their restoration, the negotiations will be very difficult.

A man living near Kanazawa purchased a small image of Kwannon for ¥15 at a sale held by second-hand furniture and curio dealers from Tokyo, Kyoto and Osaka. The image subsequently proved to be made of solid gold being valued at about ¥2,000. It is stated that the idol has some verses in Tibetan characters inscribed on the back, and altogether it is looked upon as a rare and valuable curio.

Mr. Lonsdale, who acted the Secretary of Foreign Affairs what steps had been taken by his Majesty's Government to impress upon the Government of the Khedive the necessity of taking drastic action to deal with the agitation of the Nationalist party in Egypt, has received the following written reply from Sir Edward Grey: "I must give the honorable member the same answer that I have given to other requests from other quarters of the House to interfere in Egypt in matters in which his Majesty's Government have full confidence in the discretion of his Majesty's representative. I do not propose to send any special instructions on this subject."

A remarkable marriage was celebrated in Naples the other day, when a certain Celestino Giordano, aged fifteen, was wedded to Giuina Nappi, a damsel of thirteen. The commissioner at the registry office was loath to perform the ceremony because the pair had not reached the age limit prescribed by the Civil Code, but while that functionary hesitated the young couple sprang a surprise upon him by producing a Royal decree of dispensation which they had obtained direct from the King. This being found genuine, the two children were joined in wedlock, surrounded by their parents and a big gathering of onlookers.

Kleptomania could not be pleaded in the case of the long coated Chinaman who was charged by Inspector Smith at the Magistracy yesterday with stealing a roll of silk from a shop the previous day. The defendant had asked the salesman to show him some rolls of silk and when these were before him he surreptitiously slipped one inside his coat. The shopman however had his suspicions and he called a Jukong who proceeded to search him. The Jukong was surprised when a roll of silk dropped at his feet and he did not hesitate to take the man in charge. Yesterday when the defendant appeared before Mr. Hazeland he had two stories to tell. One was that he only took it to the door to have a look at it, and the other was that he intended to compare it with some stuff he had at home. However neither were believed, and he had to suffer the indignity of appearing in the stocks and going to prison for three weeks.

The Marquess of Tullibardine presided over the 129th annual festival of the Highland Society of London at the Whitehall Rooms last month, when a brilliant company assembled. The toast of "The Highland Society" was proposed by the Marquess of Tullibardine, who referred to the work done in carrying out the objects for which the society was founded, namely, to encourage the martial spirit, by prizes for good shooting in Highland regiments, education by grants of bursaries, bagpipe music, and literature of the Gaelic language, by prizes, and also to support distinctly Scottish charities in London. Baron Komura, in replying to the toast of "The Visitors," expressed the pleasure with which he found himself present at a banquet of a society having objects similar to those which he might say imbued his own race. Baron Komura also referred to the great similarity between the chieftainship and system of clans which existed in the Highlands and the system of what might be truly called chieftains and clans in Japan.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Doric*, sailed from Manila at 8 a.m. on 25th inst., and will therefore be due at this port to-night at midnight.
The M.M. str. *Touraine*, with the next French Mail, will leave Saigon on Saturday, the 27th inst., at 4 a.m. for this port.
The C.P.R. str. *Albatross*, arrived Nagasaki on Thursday, the 26th inst., at 3 a.m., and left again at 3 p.m. same day for Shanghai where she is due on Saturday, the 27th inst., at 4 a.m.
The Apar str. *Aratoun* came from Calcutta left Singapore on 25th inst., a.m., and may be expected here on or about the 30th inst., a.m.
The H.A.L. str. *Hohenstaufen*, left Singapore on 25th inst., at 8 a.m., and may be expected here on 30th inst., a.m.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SIR MATTHEW NATHAN.

SINGAPORE, April 25th.
Sir Matthew Nathan has arrived here. He stayed overnight at Government House.

SINGAPORE STERLING
SALARIES.

SINGAPORE, April 25th.
The exchange compensation by increased salaries previously reported applies to officers receiving less than £1,020 per annum.
Lord Elgin is undecided at present about granting the increase to those receiving more than that sum.

MISSIONARY CONFERENCE.

SHANGHAI, April 25th.
The Missionary Conference assembled to-day. There were 411 delegates, and 514 visitors have registered up to the present. Drs. Gibson (British) and Arthur Smith (American) have been elected joint chairmen of the reception to be held in the Town Hall to-night.

RESULT OF THE GREAT METROPOLITAN STAKES.

LONDON, April 23rd.
1. Father Blind.
2. Turbine.
3. Royal dream.

BETTING ON THE CITY & SUBURBAN.

LONDON, April 23rd.
4/1 against Dean Swift, 7/1 against Dalkieth, Kuraki, and Slatetrader, 8/1 against Larine, 16/1 against Velocity.

FIRE AT TOULON DOCKYARD.

LONDON, April 23rd.
A fire has occurred at Toulon Dockyard destroying the workshops, the torpedo school, and several storehouses. The damage is estimated at several millions of francs. The cause is not known.

THE HAGUE CONFERENCE.

LONDON, April 23rd.
Mr. Ruusman announced in the House of Commons that the British delegates to the Hague Conference are, Lord Reay, (P. Edward) Fry, Sir Ernest Satow, Sir Henry Howard, beside several naval and military experts.

THE DEBATE ON THE BUDGET.

LONDON, April 23rd.
Mr. Asquith, in the debate on the budget, referring to fiscal matters, said it was impossible to give preference to all the colonies without taxing raw material, as well as food. He denied that income tax was intended to remain at 1s.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—
On the 25th at 11.55 a.m.—The barometer has risen over Japan and the Loochoos, and fallen on the E. coast of China.
The high pressure area still lies over Japan, and pressure appears to be slightly low over Tonking and the N.W. part of the China Sea. Moderate N.E. or variable winds will probably prevail in the Formosa Channel, and fresh E. winds over the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { E. winds, fresh; equally, some rain.
Formosa Channel { N.E. or variable winds, moderate.
South coast of China between Hongkong and Loochoos { Same as No. 1.
South coast of China between Hongkong and Hainan { Same as No. 1.

Two sisters, one fifteen, the other seventeen, have been charged at Olmutz with offending the public feeling of reverence by coming to church in masks. In defence they protested, with tears, our Vienna correspondent says that they meant no harm. They had been at a masked ball till five o'clock in the morning, and being devout Catholics, had not wished to miss their matins. They had never thought of taking off their "loupes," but had slipped into the church just as they were. The Court delivered judgment to the effect that objectively they had meant and done no harm. They were therefore acquitted.

THE BIGGEST CRANES IN THE EAST.

DOCKYARD ACQUISITIONS.

The largest cranes in the East. This is not idle boasting, but is the considered judgment of those in a position to know. The four new cranes erected in His Majesty's Naval Dockyard at Hongkong are the largest in the East. It is not difficult to believe it when one glances at the gigantic structures which loom so distinctly in the landscape and seascape. Certainly no one could look at them without some curiosity being roused, and now that these cranes have been completed and handed over to the naval authorities it is perhaps fitting that some description of them should be given to the public.

Precisely what everybody here knows, that Hongkong Dockyard is being equipped so as to be able to undertake all necessary repairs and overhauling of ships of war, it will be understood that these large and powerful cranes are intended to lift guns, boilers, engines or indeed any part of a ship that may require repair. They will be used for dismantling ships in cases of overhaul. The four cranes—three of twenty tons, and one of fifty tons—are of the type known as the Fairbairn crane, which is distinguished by the swan neck jib. This formation of jib gives a greater clear clearance—more room and greater facility for lifting weights to the maximum height of the crane. To most people the sight of these curved cranes suggests problems of gravity, but mechanics and experienced lads prove the wisdom of the innovation, and while nobody suggests that our naval authorities do not make mistakes, there is sufficient confidence in them to approve their selection of the most up to date appliances. Ordinary derrick and travelling cranes need ballast to maintain their equilibrium, but these curved structures have no ballast at all. What gives them their stability is the particularly deep and solid foundations in which they are built. They have each a foundation of 29 feet 6 inches in depth, while they rise to a height with the swan neck curve of 65 feet above the ground level and possess a revolving radius of 60 feet. The jib, in the construction of which steel is entirely employed, is made in a box section. In the case of the twenty ton cranes, which have to lift that weight at the rate of twenty feet per minute, there is also a fast gear for lifting weights of five tons and under at the rate of eighty feet per minute. The revolving speed, the speed at the hook, is 150 feet per minute. From these figures even the lay mind can appreciate the facility which these cranes will introduce in all big works of repair. We have already indicated that the cranes are sunk in a very deep well, the whole of which is encased in a cast iron cylinder, consisting of machined plates bolted together and milled water-tight. The whole of the foundation castings are bolted from top to bottom with long bolts, 26 feet long, these holding the mass together. In each instance the whole crane rests on live rollers, the value and utility of which can be appreciated without any great knowledge of engineering. Live rollers are also placed round the girth of the crane at the ground level, and this combination gives that remarkable revolving speed which distinguishes the Fairbairn type. The swan neck block is capable of descending thirty feet below the nose of the well—it will be remembered that these cranes are built conveniently near the sea wall—and by its means it can reach to any depth in a ship. Moreover the machinery which operates each crane is of the greatest efficiency and embodies the latest improvements. Machinery and gear are sheltered in a steel plate house another fact which indicates the thorough and comprehensive nature of the arrangements connected with the construction of these apparatus. At present the cranes are worked by steam, but they have been supplied with gear to enable them to be worked by electricity, as it is contemplated introducing that motive power in the course of a year or two when the power station is built.

The last test in connection with the cranes was carried out last Thursday. It is satisfactory to record that all have answered the tests in a way which affords another testimonial to the value of this type, and also to the highest credit on the workmanship and supervision which contributed to this successful result. The three twenty ton cranes almost doubled their specified speed while each lifted thirty tons and revolved with ease. Not only that but the test was made more exacting by taking out the gear and lowering the weight of thirty tons by means of the brake alone. This severe trial was performed with admirable results. The fifty ton crane, which is the same height as the others, but is proportionately strengthened at the base, and has a bigger jib and a stronger box section, was also subjected to a very severe test. It lifted seventy-five tons and showed the same proportionate brake strength. The deflection of the jib in lifting this great weight was only five inches, and when the weight was lowered the jib went back to its original position, leaving no permanent set. With regard to the twenty ton cranes there was only a deflection in each of three and three-quarter inches, showing that the jibs had been properly constructed.

It only remains to be said that the four cranes are a credit to the firm of Messrs. Cowan, Sheldons and Company, Limited, of Carlisle who were entrusted with the work. This firm is one of the largest crane builders in the United Kingdom and their work is to be seen in every large dockyard. Certainly the construction of the cranes in His Majesty's Dockyard at Hongkong provides the company with a testimonial of which they have every reason to be proud, and in view of what is heard about foreign competition it must be gratifying to the Briton to see the national reputation being so worthily maintained in this part of the Empire. Remembering too the difficulties imposed by the employment of unskilled Chinese labour, the

achievement of this undertaking is a compliment to the watchfulness, skill and unremitting supervision of Mr. J. G. McGregor, the superintendent engineer, and his assistant Mr. J. Boyd.

HONGKONG COTTON SPINNING WEAVING AND DYING CO.

An extraordinary general meeting of the shareholders in their company, for the purpose of confirming two resolutions passed at a previous special meeting, was held yesterday. The Hon. Mr. W. J. Gresson presided and the others present were Sir Paul Chater, Mr. A. G. Wood (directors), Messrs. P. S. Jameson (secretary), A. Shaw (manager), T. S. Forrest, H. Gittens, R. Miller, R. S. Percy, Lo Cheung Shui, and Ho Yee Sang.

The Secretary having read the notice calling the meeting.

Mr. FORREST moved the first resolution concerning the change in the articles of association. Mr. PERCY seconded, and the resolution was confirmed.

On the motion of Mr. MILLER, seconded by Mr. LO CHEUNG SHUI, the second resolution was also confirmed.

The CHAIRMAN—That is all the business, gentlemen.

BONUSES FOR DIRECTORS.

Mr. J. H. Rosenthal, one of the shareholders of the Japan Brewery Co., Ltd., has filed a civil action in the Yokohama District Court against Mr. F. S. James, the liquidator of the company, claiming the invalidation of the resolution passed at the recent general meeting of the company relating to the bonus of ¥20,000 voted to the directors in recognition of their services in the past, especially their exertions in bringing about the transfer of the property of the company to the Kirin Beer Kabushiki Kaisha.

According to the *Japan Herald*, the reasons set forth in support of the claim are that on the notice convening the general meeting at which the resolution was adopted, no mention was made of the bonus, and the resolutions were adopted on the motion of Mr. H. C. Liebenfeld. It is, however, evident from the Articles of Association of the Company that such a matter should not be resolved upon at the ordinary general meeting. Inasmuch as the procedure for convening the meeting and the method of passing the resolution were in contravention of the provisions of law and the resolution should be adjudged invalid. At the extraordinary general meeting held on February 13th, 1907, the dissolution of the company was adopted. This resolution was confirmed at the extraordinary general meeting held on the 28th of the same month, the registration thereof having been effected on March 1st. The defendant is the liquidator of the company. Hence the action is instituted against him.

THE EMIGRATION OF JAPANESE LABOURERS.

OPENING IN KOREA AND MANCHURIA.

The *Tokyo Nichi-Nichi* says that the Government policy on the above question, as including in the direction of conservation, can be seen from the attitude of the Foreign Office towards labourers who intend to proceed to Hawaii. The *Tokyo Journal* points out that an estimate of expenditure for the exploration of the best fields for the emigration of labourers having been approved, the Government will make all possible investigations, and publish the result in due course, when the Government policy on the matter can be positively seen. By the recent amendment of the American Immigration Act, the emigration of Japanese labourers to the United States—which has hitherto been the best field for settlement—has become hopeless. Moreover, the anti-Japanese agitation in California may not cease for some time yet, and the emigration of labourers to America must be abandoned for four or five years to come.

The conditions in China, Argentina, and Brazil at the present time are not favourable, continues the *Nichi-Nichi*, for the export of labourers. There may be employment for them in those countries but the wages are not more than ¥1.50. If they leave their situations on account of illness or other causes, their position can be imagined, so these countries offer no inducement for labourers to go thousands of miles across the water. Also attracted Japanese labourers must in number to Hawaii, but the latter country is not the ultimate destination of those arriving there; they made it a step for entering the United States. Now that the transmigration of Japanese into the United States from Mexico has been stopped, the number of labourers going to Mexico will also rapidly fall off. The emigration business, however, is not hopeless, as would seem at a first glance. Fields in Korea and Manchuria are awaiting the permanent settlement of Japanese labourers, and when Japanese capitalists come to set their hands to business in Korea and Manchuria, and emigrants are sent out in concert with those capitalists, it will not only be to the advantage of the State, but will also largely benefit the labourers who may settle there. The object of the Government in effecting a settlement of the Emigrant Protection Law, by which emigration companies are now allowed to carry on agricultural and shipping business, is to encourage emigration into Korea and Manchuria of Japanese labourers in large bodies. It seems to be the Government's policy to first outline the plan of colonization and then to encourage labourers to proceed abroad to settle.

PAPAL GUARD TO BE REORGANISED.

For a long time past the Vatican has been occupied with the question of making radical reforms in the Pope's Corps of Noble Guards. This body is actually composed of fifty guards, and their up-keep is very heavy. They are as a matter of fact, a corps de luxe. Recently, however, the Pope has said that the guards must either be abolished or must undergo reform. The Jesuits, who always count upon the co-operation of America, have now presented the following reforms for the Pope's decision. That the actual corps shall be dissolved, and the privates and officers be retired. That a new corps, composed of 100 unpaid guards, shall be admitted, the sons of nobles and distinguished families only. The members of the new body are to comprise representatives of all nations in the following proportions:—Ten Italians, ten Frenchmen, fifteen Austrians, twelve Germans, seven Spaniards, two Portuguese, three Belgians, six Poles and Russians, ten North Americans, ten South Americans, and fifteen from other countries.

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SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [88-2]

TO LET

OFFICES in King's Building and York Building.
A HOUSE in Wong Nai Chung Road.
GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 1st April, 1907. [191]

TO LET

NO. 6, LYEMOON VILLAS, Kowloon.
Possession from 1st March next, Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
"LYEMOON"
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. [241]

TO LET

IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD, and No. 31, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. [491]

TO LET

"DUNHEVED" 38, Robinson Road, or FOR SALE.
Nos. 27 and 31, SEYMOUR ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 80 & 81 GODOWN PRATA EAST.
Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. [103]

TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENHOF, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 19th February, 1907. [94]

TO LET

NO. 8 GRANVILLE AVENUE, Kowloon.
No. 1, EAST AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO. LD.
Hongkong, 21st March, 1907. [676]

TO LET

IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, FEDDER STREET, at present occupied by Messrs. Harris & Co., Ltd.
Apply to—
GILMAN & CO.
Hongkong, 23rd January, 1907. [280]

TO LET

POSSESSION FROM 1st APRIL NEXT.
2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.
Apply to—
CHUNG CHINAM,
Yan Oh Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. [482]

TO LET ON LEASE

FROM 1st JANUARY, 1907.
NOS. 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th October, 1906. [101]

TO LET

FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. [137]

TO LET

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 1st April, 1907. [192]

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. [807]

TO LET

NO. 5, "ORMSBY TERRACE," Granville Road, Low Rent.
Apply to—
SPANISH PROCURATION.
Hongkong, 23rd April, 1907. [756]

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT.
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [97]

TO LET

2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. [105]

TO LET

NO. 4, OBSERVATORY VILLAS, Kowloon. Five Rooms, Electric Light, Tennis Court etc.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 3rd April, 1907. [700]

TO LET—FURNISHED

"LEWKNOR," No. 116, PEAK, the Property of Mr. M. W. SLADE, from this date to end September.
Apply to—
GILMAN & CO.
Hongkong, 10th April, 1907. [300]

TO LET

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 21 Rooms. This property would be divided into two or more houses to suit tenants. "CLOVELLY," Peak Road (Partially Furnished).
"LARGE FURNISHED ROOM with Bathroom and Dressing Room, Kitchen, &c. Close to Barker Road, Tram Station. Suitable for one or two bachelors.
BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rent.
BEACONFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
BELMOS TERRACE HOUSES, ROBINSON ROAD.
No. 3, ALBANY.
WESTBOURNE VILLA NORTH, Bonham Road.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 22nd March, 1907. [102]

TO LET

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 23rd April, 1907. [785]

TO LET

NO. 1, WEST END TERRACE, Shamoan, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 1st April, 1907. [93]

TO LET

"SUMMER HOUSE" Mount Kellett, the PEAK, Partially Furnished. Possession from 1st April, 1907. Low Rent.
Apply to—
PERCY SMITH & SETTL,
5, Queen's Road Central.
Hongkong, 8th March, 1907. [539]

TO LET

NO. 28, LEIGHTON HILL ROAD. Immediate Possession.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. [333]

TO LET

IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PEAK.
Apply to—
JAYA-CHINA-JAPAN LIJN,
York Buildings.
Hongkong, 22nd January, 1907. [254]

TO LET

FROM 1st MARCH, 1907.
NO. 3, CARNARON VILLAS, and No. 6, LOCHIEL TERRACE, Kowloon.
Apply to—
HEWAN & CO.,
No. 15, Connaught Road, West.
Hongkong, 1st February, 1907. [324]

TO LET

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godowns. Apply on the Premises.
Hongkong, 20th March, 1907. [610]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 27th February 1907

IMPENDING INVENTIONS.

HOME REMARKABLE DEVICES.

The current *Strand Magazine* foreshadows a number of startling aids to civilization, which probably the next few years will bring forth, and beside which the conquests of the air seem but a trivial accomplishment. Had human ingenuity said its all when the flat-paged, side-bound book was invented? A South African gentleman has been at work upon a very novel and interesting form of "literary vehicle." It is more nearly akin to the ancient scrolls of papyrus, actuated by an internal spring, which moves the printed sheet backwards or forwards at a pace regulated by the reading features of the device is the index arrangement, by which any passage of the work, by a simple pressure on the index letter, can be brought instantly under revision.

According to the late Professor Langley, from every square yard of earth exposed perpendicularly to the sun's rays there could be derived more than one horse-power. Thus in less than the area of London the moonlight heat is sufficient to produce a moderate supply of steam every day," declares Mr. Tesla, "with an apparatus I have invented, so to harness the rays of the sun that that body will operate every machine in our factories, propel every train and carriage in our streets, and do all the cooking in our homes, as well as furnish all the light that man may need by night as well as day. It will, in short, replace all wood and coal as a source of motive power and heat and electric lighting." Another inventor, which he claims to have perfected, it consists of glass balls, without wires of any kind, giving forth a brilliant but not glaring light, and perfectly harmless to handle. Without speculating on the secrets of this discovery, it may be said that several new artificial illuminants are doubtless impending in the laboratories of science.

If the near future science, it is said, will place the printed word before our eyes by a process in which ink will not figure. The *Strand Magazine* reproduces a page from a book printed in the new typography, and the effect is remarkably good. The experimenter Mr. E. K. Davenport, states that "the constituents for the blackening of the portions impressed by the metal were contained in the paper, which was made from Newfoundland pulp." Plainly the invention is far from perfect. From a commercial standpoint, what a field along such a discovery opens to newspaper editors! It is said that three-hundredth of a solution will saturate a hundredweight of paper. If different solutions are found to produce different colours under the electric shock the doom of the ink-makers is among the portents in the sky.

Another impending invention referred to in the same article may foreshadow a legacy for the new epoch and king. From time to time new patent fuels are announced, but none has excited the interests of that which it is declared has been invented by Professor Daniel Drawbaugh, the American inventor and rival to Professor Bell. It is a compound consisting of chemicals and fibrous matter, which it is claimed produces the same heat and costs only half the price of coal. It is easy to see that Drawbaugh fuel, at eight or ten shillings a ton, would quickly revolutionize the coal industry. What scientists have been long seeking for the profitable utilization of earth and sand—may be found to be the basis of this new discovery.

TIME BARGAINS.

Particulars have been collected by the Board of Trade, at the request of Mr. Field, M.P., as to the existence in the Colonies and in foreign countries of legislation respecting gambling in "options" and "futures" in foodstuffs. Such legislation is in force in four of the Dominion of Canada. The criminal code of the Dominion declares a person guilty of an indictable offence, punishable with fine and imprisonment, who deals, goods, wares, or merchandise with a view to obtaining profit by the rise or fall in price, without the intention of acquiring or selling them, or in respect of which no delivery is made, or is received. Moreover, every place where such transactions are carried on is regarded as a common gaming-house. But the Federal authorities do not know of any prosecutions under this law. Three bills have been introduced into the United States since 1904 with the object of defining "options" and "futures," and making such contracts illegal, but none of them has yet become law. The articles to which these measures relate are raw or unmanufactured cotton, wheat, hops, corn, oats, rye, barley, wheat flour, pork, lard, and bacon, and the proposed penalties for entering into the prohibited contracts consist of fines of \$1,000 and upwards, with imprisonment for terms varying from one to ten years.

Specific legislation on the subject of dealings in "futures" and "options" exists in Argentina, Austria, Germany, and Norway. "In the Argentine Republic 'gambling on exchange' is forbidden, and the regulations of the Stock Exchange, drawn up under Government approval, also prohibit all operations included under that term. In Austria a law of January, 1903, prohibits dealings in "futures" in cereals and mill products, and imposes penalties on persons who habitually conduct such transactions or who wilfully influence the price quotations of cereals and mill products by bogus sales. But it is stated that the law is in practice neutralized by the absence of any corresponding enactment in Hungary, and the possibility of Austrian dealers conducting their operation from that country.

As regards Germany, the Bourse Law of 1896 prohibits time bargains in respect of agricultural produce. The law has aroused much opposition, and a Government bill was introduced in the session 1904-5 to amend it; but the bill failed to pass through all its stages, and though under discussion since in the Federal Council it has not again appeared in the Reichstag. The general effect of the bill was to modify the restrictions of the law of 1896, and to facilitate, to some extent, time bargains.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TO LET

FROM 1st JULY.
LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRATA EAST, at present in the occupation of the Admiralty.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 25th April, 1907. [809]

Finally, in Norway it is forbidden by the Criminal Law of January 1, 1904, to make a livelihood by a game of chance not permitted by a special law. All games for money or for the worth of money, in which, owing to the nature of the game or to the largeness of the stakes, a cupidity of purpose is the predominating factor, are regarded as games of chance; and bets and speculations on differences of prices at a future date in which the same is the case, are also regarded as games for money.

ANGLO-RUSSIAN NEGOTIATIONS.

A CANDID DIPLOMAT.

A "Diplomatic Correspondent" of a London paper says:—In diplomatic and political circles the expected Anglo-Russian rapprochement is naturally an absorbing topic of discussion just now. One hears many purely partisan statements—the statements, rather, I should say, of parties practically interested, but I had the advantage of hearing the views of a senior member of a Mission holding a position distinctly detached—the representative of a State the least likely to be affected one way or the other. I give the view, which is an interesting one, just for what it is worth. I must, of course, respect the wish of my interlocutor that his name should not be published. He began, as all foreigners do, when they open their hearts or their minds (or neither) to an Englishman upon this subject, by saying that, of course, "the idea" of an Anglo-Russian adjustment of differences was "a very fine one."

"—and," said I, "a very old one!"
"Quite so," said my companion. "But I question whether it is quite so good now in its old age as it was in its infancy."
"Why?"
"Oh, surely, the notion of an understanding with Russia, when Lord Salisbury tried to develop it, for instance, was the notion of an alliance eventually between two strong Powers hitherto antagonistic. What is it today? This alliance of one strong Power, because it is afraid of another strong Power, with a weak, an almost crippled Power—and, mark you, it is all about another State which may yet prove strong enough to give you both considerable trouble."

"You see," he went on, "I am not to be told that you are straining every nerve to make an ally of Russia because it is so very necessary to your position in the East. Indeed, there never was at any time since you had India, a better moment for doing what you liked, whether Russia liked it or not. Russia is a great people, and will one day gain a great Power, but she is not so today. And now is the time for you to snap your fingers. Your own ally, Japan (which will some day fight Russia again, by the way), has discomfited her. She is not so internally discordant, and may at any moment become a State which will repudiate your so-called friendship. I repeat now is the time for you to strengthen your position in Asia despite of her. But you have your reasons for thus trying in the face of common sense. You think, and France thinks, that if you do not come to terms with her in Asia she will side against you both in Europe. Well!"

"Well, that is a tenable position to take up."
"Is it, Lord Grosvenor, if she will, do what she can with a nation whose credit is not high and whose future history is as uncertain as the turn of a die. And about Persia! The notice of an understanding about Persia is to me like the spectacle of a rich man accepting the invitation of a bankrupt to dinner the feast to be provided from a cask where the balliffs are even then making an execution. Even if Russia were strong, your alliance, though a considerable benefit, would carry with it its own disadvantages; you still further alienate Germany, you exasperate Persia (whom you treat as having no future), you alarm Turkey, and all other Mohammedan people, including your subjects in India, and those who do not love you in Egypt, Afghanistan, whose existence seemed secure only as a buffer State between enemies, will now regard herself as a meal spread between friends."

"Surely," I interposed, "the very lines delineating spheres of influence secure Afghanistan?"
"For how long? What you give Russia in the days of her weakness may be used against you in the days of her strength. It is a commonplace."
"But we are getting something—a good deal, in fact."
"Only what you could take without asking."
"Well, these disadvantages—the enmity of Germany, of Mohammedan peoples—mean that Germany will still further come out, as she does in Turkey, as the protector of Muslim people. It means, too, that as Russia is weak, you have these advantages without the value of a strong Power's influence in other places. You do this because France has tempted your fear of Germany in order that your Agreement with Russia may do something towards repaying Russian credit, in which France is so enormously interested. That is my view. You had better hold your hand; but, I fear, you will not!"

HOW TO KEEP FIT.

A WORD ABOUT MOTHER SEIGEL'S SYRUP, THE GREAT RESTORER OF WEAK STOMACHS.

How to keep fit is a problem which becomes daily more difficult of solution. It is hard even to keep moderately healthy. And yet we must be fit to compete successfully in the rush, the struggle for existence. Why are we not fit? Why that weak, weary, run-down feeling, that half-life which so many struggle under? There are two causes. The first cause is the rush we have spoken of. The second cause is that the excessive activity of the nervous system—in the short the words—diminishes the strength of the body, and the digestive organs, rob of their fair share of the great life stream which should course freely through every part of your frame and weakened perhaps by hastily-eaten meals break down under the strain. That can be altered.

STRENGTHEN YOUR DIGESTION.
These digestive organs, the stomach, liver and bowels, must be assisted. More nourishment must be drawn from the food you eat, so that your whole body may have enough and to spare. Strengthen your digestive apparatus, by taking Mother Seigel's Syrup, and all the nutriment your food contains will then be absorbed into your system and go to make rich, pure vitalising blood. Thus every part of your body will be fully nourished, and health must result. That is the way to be fit.

Says Mr. Albert Till blacksmith, Royal Oak, near Maiden Kent:—"Mother Seigel's Syrup has been our family medicine for years, and we have all benefited by its use. My wife used to suffer terribly from biliousness and indigestion, with pains in her back and stomach, wind and headache; but the Syrup quite cured her. I too have taken it and so have all my family, and, as I have said, it does us all good."

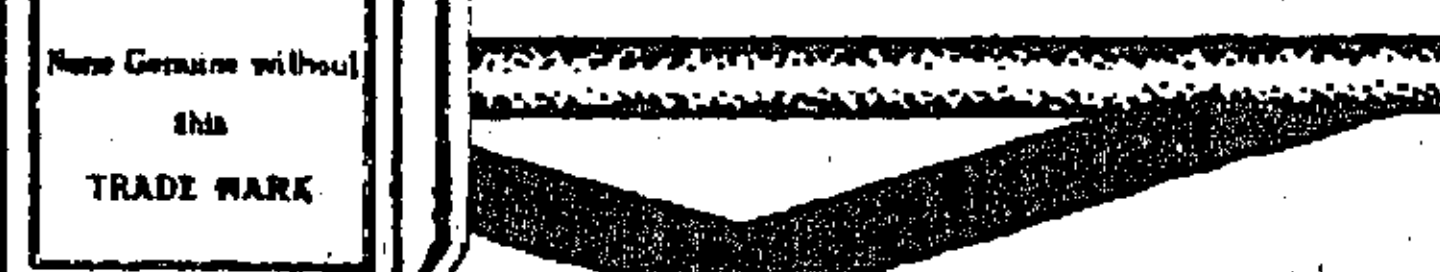
Take Mother Seigel's Syrup after every meal, and you will soon be as well and fit as ever in your life.

Hall's Coca Wine For Perfect Health

That perpetual feeling of lassitude has a meaning. Your vitality is at a low ebb. Your health is in danger. Take Hall's Coca Wine and renew your health and vitality.

Hall's Coca Wine will give you the energy of life—the feeling of perfect health. It will renew your wasted tissues, and will stimulate your whole system into healthy activity. Your chemist or store can supply this splendid English restorative, in large or small bottles. Look for the red Keystone trade-mark.

Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.



Abbey's Effervescent Salt

The disagreeable features of travelling can be overcome when you have a bottle of Abbey's Salt with you.

A change from the daily routine of living brings Headaches, Biliousness and Constipation, which are so frequently incidental to travelling. Abbey's Salt will almost instantly relieve you of these disturbers of pleasure by its soothing effect on the Stomach, Liver and Bowels.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

Apollinaris

"The Queen of Table Waters."

HAS BEEN AWARDED

The Royal Prussian State Medal, 1902,

AND THE

Gold Exhibition-Medal,

Düsseldorf, 1901.

GRAND PRIX, St. Louis, 1904.

Annual Sale 20,000,000 Bottles.

674-3

BETTER THAN COPAIBA MATICO

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most invulnerable remedy in the treatment of Acute and Chronic Gynaecology. The Capsules, unlike Copal, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from OPPRESSION in breathing, HOARSENESS, and BRONCHITIS, INSOMNIA, and DIFFICULTY in expectoration. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & CO., PARIS.

Sold by all Chemists.

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SUMMER SEASON, 1907.

DIRECT CURRENT FANS.

REDUCED PRICES.

12 inch Desk Fan, 3 speeds, swirl and

trunnion frame, 65/80 volts or

95/115 volts at \$22.50

BATTERY FANS.

9 inch Fan with 4 cell Battery in Box,

runs 150 hours with one Charge...at \$50.00

Complete Set of Renewal Charges for

same at \$12.00

HONGKONG ELECTRIC CO. LD.,

Office: St. George's Building,

Works: Wing Fung Street, Wanchai.

Hongkong, 1st April, 1907. 684-2

IT WILL PUT YOU RIGHT.

Hall's Coca Wine is a most marvellous restorative tonic, prepared from the prescription originated a generation ago by a London physician for the treatment of anæmia, thin blood, wasting conditions, and the consequent and inevitable nervous derangements. Hall's Coca Wine is so safe and so certain in effect that thousands of British physicians prescribe it regularly in their practice. Whenever you find yourself growing weak and easily upset, you may be sure the mischief is due to thin blood and starved nerves; you may be equally sure that the tonic influence of Hall's Coca Wine will put you right, no matter why nor how you may have become "run down."



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS

AND

PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

25, DES VUEX ROAD CENTRAL.

Hongkong, 18th January, 1907. [39]

REGULAR

HONGKONG-CANTON LINE

OF STEAMERS.

OF THE

COMPAGNIE FRANÇAISE DES LIGNES ET DE

L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDUIN," 1,900 tons,

14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY

APPOINTED AND PUNCTUAL STEAMERS

APPOINTED ON THE LINE.

Departure from Hongkong at 9.30 P.M.

(Saturdays Excepted).

Departure from Canton at 5.15 P.M.

(Sundays Excepted).

These superb steamers carrying the French

Mail are fitted throughout with Electric Light

and Fans and were specially built for this trade.

Excellent cuisine.

The COMPAGNIE'S WHARF is

SHIPPING.

ARRIVALS.
Kwangtung, Chinese str., 25th April—from Canton.
Sulawesi, German str., 25th April—Haiphong 21st April, Coals—China.
TITAN, British str., 25th April, R. Fay, 25th April—Shanghai 22nd April, General—Butterfield & Swire.
Triton, Dutch str., 25th April, Jarrinane, 25th April—Java-China-Japan Lijn.
TOKYO MARU, Japanese str., 24th April—Shanghai 21st April, Discharge—Order.

CLEARANCES.
25th April.
Chitka, British str., for Haiphong.
Hutchins, British str., for Shanghai.
Kangaroo, French str., for Haiphong.
Kangaroo, Japanese str., for Saigon.
Kangaroo, German str., for Manila.
Kangaroo, British str., for Calcutta.
Kangaroo, Japanese str., for Swatow.
Kangaroo, German str., for Canton.
Kangaroo, British str., for Saigon.
Kangaroo, Japanese str., for Singapore.
Kangaroo, British str., for Calcutta.

DEPARTURES.
25th April.
BAYERN, German str., for Shanghai.
CHIVENS, Chinese str., for Canton.
CHIVENS, Chinese str., for Shanghai.
CHIVENS, Chinese str., for Bangkok.
CHIVENS, Chinese str., for Amoy.
CHIVENS, Chinese str., for Swatow.
CHIVENS, Chinese str., for Hongkong.
CHIVENS, Chinese str., for Saigon.
CHIVENS, Chinese str., for Manila.
CHIVENS, Chinese str., for Calcutta.
CHIVENS, Chinese str., for Singapore.
CHIVENS, Chinese str., for London.

SHIPPING REPORTS.
The Dutch str. "Triton", reports: Passed a floating wreck, of which one broken mast about one fathom above the surface of the water. Latitude N 27° Longitude E 121° 30'.

VESSLS IN DOCK.
27th April.
ABERDEEN DOCK.—Sorsogon, 7 Y. de Aldeco, Typhoon, Empress of India, Y. Sontara, Hongkong, Hamel, Antral Bismarck, Renan, Cosmo, MYAN DOCK.—Nimrod.

VESSLS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN."
Captain J. W. Evans, will be despatched for the above Ports, TO-DAY, the 26th inst., at 10 A.M.
For Freight or Passage, apply to DOUGLAS, LARPAK & Co., General Managers.
Hongkong, 24th April, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"PERISA."
Captain Belcher, will be despatched as above TO-DAY, the 26th inst., at 10 A.M.
This Steamer has special accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 24th April, 1907.

THE Company's Steamship
"TITAN."
Captain Jarrinane, will be despatched for the above Ports on or about 27th inst.
For information as to Freight and Passage, apply to the Head Agent of the JAVA-CHINA-JAPAN LIJN, (York Buildings, 1st Floor).
Hongkong, 25th April, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.
"TOURANE."
Captain Laurelli, will be despatched for the above Ports on or about MONDAY, the 29th inst.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 24th April, 1907.

CHINA COMMERCIAL S.S. CO. LTD.
NOTICE.
"SUI-SANG."
will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on SATURDAY, the 4th May, at 5 P.M.
For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., Ltd., Hotel Managers.
Hongkong, 14th April, 1907.

THE Company's Steamship
"SUI-SANG."
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For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., Ltd., Hotel Managers.
Hongkong, 14th April, 1907.

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 4th May, at Noon.
MARSEILLES, &c. via PORTS OF CALL	VILLE DE LA CROIX	Frean. str.	—	Combs	MESSAGERIES MARITIMES	On 30th inst. at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	DOROTHY	Dan. str.	—	Eckhorn	MELCHERS & CO.	About 12th May.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	E. Malchow	HAMBURG-AMERIKA LINIE	On 26th May.
BREMEN via PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—	Hildebrandt	MELCHERS & CO.	On 26th May, at Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	k.w.	Girstebrandt	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 17th May.
TRIESTE, &c. via SINGAPORE, &c.	PERNA	Ger. str.	k.w.	Belcher	HAMBURG-AMERIKA LINIE	On 14th June.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	RIENANIA	Ger. str.	k.w.	Hoff	SANDEB, WIELER & Co.	To-day, 5 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 3rd May.
EUROPEAN	HELOPOLIS	Brit. str.	—	Ketley	GIBB, LIVINGSTON & Co.	On 26th May.
NEW YORK	MONTROSE	Am. str.	—	Barrett	DODWELL & Co., Ltd.	About 15th May.
SAN FRANCISCO	NORMAN PRINCE	Am. str.	—	Cooper	ARNOLD, KARBBERG & Co.	On 16th May.
VANCOUVER via SHANGHAI JAPAN, &c.	APPALACHIA	Brit. str.	—	E. Beetham	SHAW, TOMES & Co.	About 12th June.
VANCOUVER via SHANGHAI JAPAN, &c.	EMERSON OF INDIA	Brit. str.	1 m.	E. V. Roberts	CANADIAN PACIFIC R. Co.	About 30th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	SHANMUT	Am. str.	2 m.	W. F. Turner	DOUGLAS, LARPAK & Co.	On 4th May, at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	KASATO MARU	Am. str.	—	P. T. Hehn	DOUGLAS, LARPAK & Co.	On 9th May, at 4 P.M.
SALLA CRUZ, MEXICO, via MOJI, JAPAN	POWATAN	Brit. str.	—	W. U. Brown	TOYO KISEN KAISHA	On 8th May.
SALLA CRUZ, MEXICO, via MOJI, JAPAN	SUIKIAN	Brit. str.	—	von Sander	ENG HOK FONG & Co.	Middle of May.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	Robertson	CHINA COMMERCIAL S.S. Co.	On 2nd May.
AUSTRALIAN PORTS via MANILA	CHINGT	Brit. str.	1 m.	M. Nemo	GIBB, LIVINGSTON & Co.	On 4th May, at 5 P.M.
AUSTRALIAN PORTS via MANILA	PRINCE WALDEMAR	Ger. str.	—	G. Phillips	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA & KOBE	KOWLOON	Ger. str.	—	M. Courtney	BUTTERFIELD & SWIRE	On 2nd May, at 4 P.M.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	KWIKANG	Brit. str.	1 m.	Laurelli	BUTTERFIELD & SWIRE	On 1st May, at 4 P.M.
CHEFOO & NEWCHANG	CHINKIANG	Brit. str.	1 m.	F. Sembl	MELCHERS & CO.	On 2nd May.
CHINKIANG	CHINKIANG	Brit. str.	1 m.	Warrell	BUTTERFIELD & SWIRE	About 3rd May.
CHINKIANG	CHINKIANG	Brit. str.	1 m.	G. Bal	MELCHERS & CO.	On 4th May, at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHINKIANG	Brit. str.	1 m.	I. Sakurai	MELCHERS & CO.	About 5th May.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	J. W. Evans	DOUGLAS, LARPAK & Co.	On 26th inst. at 9 A.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	A. J. Hobson	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	Fraser	DOUGLAS, LARPAK & Co.	On 26th inst. at Noon.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	F. Sembl	SHAW, TOMES & Co.	To-morrow, at Noon.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	P. M. B. Loke	MELCHERS & CO.	On 4th May, at 9 A.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—	Jurra	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—		JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	HAITAN	Brit. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR STEAMERS TO SAIL.
• MANILA "LOONGSANG" ... Friday, 26th April, 4 P.M.
• SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Saturday, 27th April, 3 P.M.
• SHANGHAI "YATSHING" ... Saturday, 27th April, 4 P.M.
• TIENTSIN "CHIPSING" ... Wednesday, 1st May, 4 P.M.
• These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.
Hongkong, 25th April, 1907.

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
DESTINATION STEAMERS DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG "DOROTHY" ... About 12th May
SHANGHAI, CHINGWANGTOW, YOKOHAMA & KOBE "SIAM" ... About 5th May
For Further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 30th March, 1907.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	Fraser	Manila	On 27th April, Noon.
RUBI	2540	R. Almond	Manila	On 4th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGER.
Hongkong, 15th April, 1907.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.
Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

By the new steamers, "RIENANIA," "HABSBURG" and "HOHENSTAUFEN," these have very large cabins, provided WITH ONLY LOWER BERTHS. They are fitted with electric light, laundry on board. Doctor and Stewardesses carried. NAPLES in both directions.
In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Retractions issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.		HOMEWARD.	
FOR SHANGHAI, KOBE, YOKOHAMA.		FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG	
HOHENSTAUFEN	1st May	RIENANIA	3rd May
SILEZIA	2nd June	HOHENSTAUFEN	29th May
SCANDIA	2nd July	SILEZIA	12th July
HABSBURG	1st August	SCANDIA	9th August
RIENANIA	1st September	HABSBURG	6th September
HOHENSTAUFEN	1st October		

FREIGHT SERVICE.
NEXT SAILINGS OUTWARD.
HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd May
SEGOVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd May
C. FERD. LAIESZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th May
NEXT SAILINGS HOMEWARD.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports, Also via Aden or Port Said by the "ARABIC" Persian Gulf Ports.
• RIENANIA ... 27th April
• HAVRE & HAMBURG ... 27th April
• NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG ... 27th April
• HAVRE, BREMEN & HAMBURG ... 17th May
• MARSEILLES, HAVRE, ANTWERP & HAMBURG ... 20th May
• NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 29th May
• SEGOVIA ... 14th June

COAST SERVICE.
KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 10th May
Freight and Passengers.

NORTHERN PACIFIC LINE.
BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
SHANMUT	9,606	E. V. Roberts	On 8th May

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHANMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PACIFIC EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

VESSLS ON THE BERTH EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above Ports TO-MORROW, 27th April, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, 100, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 7th March, 1907.

ORIENTAL PACIFIC LINE.
MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO via KOBE & YOKOHAMA.
The Steamship "APPALACHIA" ... about 30th April.
For Freight and Further Particulars, Apply to—SHEWAN, TOMES & Co., Agents.
Hongkong, 20th March, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"VILLE DE LA CROIX."
Captain Combe, will be despatched for MARSEILLES, on TUESDAY, the 30th April, at 1 P.M.
The Steamer connects at Colombo with the Australian line s.s. "Armand Bebie," bound for Melbourne via BOMBEY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "SALAZIE" ... 14th May.
S.S. "TOURANE" ... 28th May.
S.S. "OCEANIE" ... 11th June.
S.S. "AUSTRALIE" ... 25th June.
S.S. "CALEDONIE" ... 3rd July.
S.S. "ERNEST SIMONS" ... 23rd July.
G. DE CHAMPEAUX, Agent.
Hongkong, 17th April, 1907.

ENG HOK FONG S.S. CO.
THE Steamship
"POWHATAN."
Captain W. E. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, 2nd May, 1907.
For Freight or Passage, apply to ENG HOK FONG & Co., 27, Des Vaux Road Central.
Hongkong, 25th April, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ARCADIA."
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 4,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERISA," due in London on 14th June, 1907.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 22nd April, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS, will be sent to Valparaiso if sufficient inducement.
Steamers Tons To Sail.
"KASATO MARU" 6,100 ... Middle of May.
"GLENFARG" 4,000 ... Middle of July.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
K. MATSUDA, Manager, York Building.
Hongkong, 15th April, 1907.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.
S.S. "MONTROSE" ... 16th May.
S.S. "SHIMOSA" ... 6th June.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 25th April, 1907.

THE Steamship
"ARCADIA."
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Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERISA," due in London on 14th June, 1907.
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Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERISA," due in London on 14th June, 1907.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
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Hongkong, 22nd April, 1907.

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K. MATSUDA, Manager, York Building.
Hongkong, 15th April, 1907.

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PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.
S.S. "MONTROSE" ... 16th May.
S.S. "SHIMOSA" ... 6th June.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 25th April, 1907.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

NEW ADVERTISEMENTS

NOTICE.

THE Public are hereby informed that Mr. PRITAMDASS DARAMDASS, who for a few months past has been the Manager of our Firm is no longer in our employ and that we do not hold ourselves responsible for any debts contracted by him in our name.

JAVARMAL TEJOMMAL & CO
Hongkong, 25th April, 1907. 816

NOTICE.

The Under-signed, for the last few months Manager of the Firm of MESSRS. JAVARMAL TEJOMMAL & CO., severed my connection with the Firm on 1st April, 1907.

PRITAMDASS DARAMDASS.
Hongkong, 25th April, 1907. 817

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG HOTEL, on SATURDAY, the 4th May, at 8 p.m. Members intending and Devonians wishing to be present are requested to send in their names to

M. S. NORTHCOOTE,
Hon. Secretary,
Care of Hongkong Club, 1818

KOWLOON CRICKET CLUB.

SECOND ANNUAL

CHILDREN'S SPORTS

HELD AT

KINGS PARK, KOWLOON.

SATURDAY, 27th April, 1907, 2.15 p.m.

PROGRAMME.

- SUBJECT TO ALTERATION.
- 1-2.15 P.M. BOY'S RACE—100 yards. (Hcap) Ages 12 to 14. 3 Prizes.
 - 2-2.15 P.M. GIRL'S RACE—75 yards. (Hcap) Ages 12 to 14. 3 Prizes.
 - 2-30 P.M. BOY'S THREE LEGGED RACE—(Hcap) Ages under 12. 6 Prizes.
 - 2-30 P.M. GIRL'S 50 yards Skipping Race (Hcap) Ages under 14. 3 Prizes.
 - 2-45 P.M. BOY'S RACE—75 yards. (Hcap) Ages 12 to 14. 3 Prizes.
 - 2-45 P.M. GIRL'S RACE—50 yards. (Hcap) Ages 12 to 14. 3 Prizes.
 - 3-0 P.M. BOY'S SACK RACE—40 yards. (Hcap) Ages 11 to 14. 3 Prizes.
 - 3-0 P.M. GIRL'S SACK RACE—35 yards. (Hcap) Ages 10 to 12. 3 Prizes.
 - 3-15 P.M. PRIZES which have been kindly presented by Messrs. SINGER, LOAN, GOLDENRITH and CARR to the Club for the best hitting and bowling averages will be handed to the Winners.
 - League Shield presentation by Mr. W. D. BRILLWOOD.
 - 3-30 P.M. BOY'S RACE—50 yards. (Hcap) Ages 8 to 10. 3 Prizes.
 - 3-30 P.M. GIRL'S RACE—50 yards. (Hcap) Ages 8 to 10. 3 Prizes.
 - 3-45 P.M. BOY'S EGG AND SPOON RACE—50 yards (Hcap) under 14. 3 Prizes.
 - 3-45 P.M. GIRL'S RACE—25 yards. (Hcap) 3 to 5. 3 Prizes.
 - 4-0 P.M. BOY'S RACE—35 yards. (Hcap) Ages 6 to 8. 3 Prizes.
 - 4-0 P.M. GIRL'S RACE—35 yards. (Hcap) Ages 6 to 8. 3 Prizes.
 - INTERVAL FOR TEA.
 - 4-30 P.M. BOY'S SACK RACE—25 yards. (Hcap) Ages 8 to 11. 3 Prizes.
 - 4-30 P.M. GIRL'S EGG AND SPOON RACE—40 yards (Hcap) 14 and under. 3 Prizes.
 - 4-45 P.M. GIRL'S RACE—25 yards. (Hcap) 3 to 5. 3 Prizes.
 - 4-45 P.M. BOY'S RACE—25 yards. (Hcap) Ages 4 to 6. 3 Prizes.
 - 4-45 P.M. GIRL'S RACE—25 yards. (Hcap) Ages 4 to 6. 3 Prizes.
 - 5-0 P.M. GIRL'S RACE—20 yards. (Hcap) under 4. 3 Prizes.
 - 5-15 P.M. BOY'S HOPPING RACE—20 yards (Hcap) under 12. 3 Prizes.
 - 5-15 P.M. GIRL'S RACE—25 yards. (Hcap) Ages 4 to 6. 3 Prizes.
 - 5-30 P.M. BOY'S SACK RACE—20 yards. (Hcap) Ages 6 to 8. 3 Prizes.
 - CONSOlation RACES FOR BOYS AND GIRLS. Brann Tab Refreshments. Clowns. Hongkong, 26th April, 1907. 819

TO LET.

FAIR VIEW, No. 1, Robinson Road, cheerfully situated immediately below Sir Paul Chater's mansion, containing Six Commodious Rooms with Verandahs and Large Halls has a commanding view of the Harbour, and is in the healthiest location and has a small front Garden.

Possession can be had from 1st June.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 26th April, 1907. 820

TO LET.

GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarters.

ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.

No. 3, Peddars Hill, comprising of 5 Rooms without hon. occupation from 1st proximo.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 26th April, 1907. 821

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT of POLICE, to sell by Public Auction, on WEDNESDAY, the 1st May, 1907, at 11 a.m., at Bowington Canal (as she now lies).

THE FLOPPING FIRE ENGINE, Built of Teakwood in 1897.
Length - - - - - 60 feet.
Breadth - - - - - 12 "
Depth - - - - - 6 "

TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th April, 1907. 822

NEW ADVERTISEMENTS

IN THE MATTER OF THE TRADE MARKS ORDINANCE 1898.
AND IN THE MATTER of the application of HUI WING KWONG for leave to Register a TRADE MARK thereunder.

NOTICE IS HEREBY GIVEN that HUI WING KWONG carrying on business as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Sheung Kau Po Street, Canton, in the Empire of China has on the 23rd day of October, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The device of an Animal representing an ELEPHANT with its trunk extending downward with the end thereof curled upward showing three legs standing on a line and part of a fourth leg in a slanting position. A tusk is shown protruding beyond the said trunk. In the head of the Elephant is shown one eye and one ear is hanging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail. The Elephant is encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters the true translation whereof is HUI NG HANG OLD FIRM. In the centre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding left hand side is a Chinese character representing "Tung." The two Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "HUI NG HANG" and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they consist of his name.

The Trade Mark has been used by the applicant in respect of the following Goods in Class 50 (8) Buttons of all kinds other than of Precious Metals and imitations thereof since May, 1905.

A facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of April, 1907.
OSWALD D. THOMSON,
Solicitor for the Applicant,
15, Queen's Road Central, Hongkong.

IN THE MATTER OF THE TRADE MARKS ORDINANCE 1898.
AND IN THE MATTER of the application of HUI WING KWONG for leave to register a TRADE MARK thereunder.

NOTICE IS HEREBY GIVEN that HUI WING KWONG carrying on business as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Sheung Kau Po Street, Canton, in the Empire of China, has on the 23rd day of March, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The device of an Animal representing an ELEPHANT with its trunk extending downward with the end thereof curled upward showing three legs standing on a line and part of a fourth leg in a slanting position. A tusk is shown protruding beyond the said trunk. In the head of the Elephant is shown one eye, and one ear is hanging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail. The Elephant is encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters the true translation whereof is HUI NG HANG OLD FIRM. In the centre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding left hand side is a Chinese character representing "Tung." The two Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "HUI NG HANG" and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they consist of his name.

The Trade Mark has been used by the applicant in respect of the following goods in Class 14 Buttons made of Precious Metals and imitations thereof since May, 1905.

A facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of April, 1907.
OSWALD D. THOMSON,
Solicitor for the Applicant,
15, Queen's Road Central, Hongkong.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."
Captain A. J. Robson, will be despatched for the above Ports, on MONDAY, the 29th inst., at Noon.

For Freight or Passage apply to
DOUGLAS, LAFAIR & Co.,
General Managers.
Hongkong, 26th April, 1907. 827

SOUTH AFRICAN LINE.

FOR DURBAN.

THE Steamship

"HELIOPOLIS."
Captain Kot-yet, will be despatched as above on or about 15th May.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th April, 1907. 813

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE."
Captain Barrett, will be despatched for the above Ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 26th April, 1907. 823

NEW ADVERTISEMENTS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JAMES BUCHANAN & COMPANY, Limited, of London, England, Glasgow, Mulben, and Speyside, Scotland, have on the 29th day of February, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

BUCHANAN'S SPECIAL
FINEST SELECTED OLD SCOTCH WHISKY
AS SUPPLIED TO
THE HOUSE OF COMMONS.
JAMES BUCHANAN & CO. LTD.
DISTRICT OFFICES: GLASGOW & LONDON.

In the name of JAMES BUCHANAN & COMPANY, Limited, of London, England, Glasgow, Mulben and Speyside, Scotland who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants since 1883 in respect of Whisky in Class 43.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated this 25th day of April, 1907.
BRUTON & HETT,
Nos. 39, 41 and 43, Des Voeux Road, Victoria, Hongkong.
On behalf of the Applicants

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that HOLBROOKS, LIMITED, of Birmingham, England, have on the 1st day of March, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 25th day of April, 1907.
BRUTON & HETT,
Nos. 39, 41 & 43, Des Voeux Road, Victoria, Hongkong.
On behalf of the Applicants

HOLBROOKS, LIMITED.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before THURSDAY, the 25th inst., at 10 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 9.30 a.m.

All Claims must reach us before the 8th May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 25th April, 1907. 825

FOR SALE.

ART RELIEF NOVELTIES

Artistic Pictorial and View Postcards,

POSTAGE STAMP CATALOGUES

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A Collection of 300 STAMPS FOR \$125.

Postage Stamps in sets, packets, bags, &c., at prices to suit buyers.

GRACE & CO.,
Hongkong Hotel Corridor,
Hongkong, 22nd April, 1907. 875

WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to

DENNY & BOWLEY,
Hongkong, 5th April, 1907. 714

NOTICES OF FIRMS

NOTICE.

WE have this day authorized Mr. RUDOLF LAURENZ to Sign our Firm's name for Procuration.

CARLOWITZ & CO.
Hongkong, 15th April, 1907. 759

NOTICE.

WE have this day authorized Mr. ERNST MARCHENARO to sign our Firm's name for procuration.

CARLOWITZ & CO.
Hongkong, 23rd April, 1907. 804

SPECIAL NOTICE.

GREAT NORTHERN STEAMSHIP CO.

St. Paul, Minn., April 1, 1907.

EFFECTIVE this date, Mr. C. F. McWILLIAMS is appointed ACTING GENERAL AGENT, with headquarters at YOKOHAMA, Japan, vice Mr. J. S. VAN BUREN, resigned.

HOWARD JAMES,
Vice President,
Great Northern S.S. Co.

B. CAMPBELL,
4th Vice President,
Great Northern Railway Co. 806

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TOMORROW (SATURDAY), the 27th April, 1907, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

240 Cases DUNDEE WHISKY,
100 " No. 10 WHISKY,
40 " ROYAL CROWN WHISKY,
17 " FINE FATE BRANDY,
40 " E. Remy Martin & Co's COGNAC.

10 " ROCK,
19 " RUDESHHEIMER,
16 " HOCKHEIMER,
4 " FINE FATE BRANDY,
AND
14 Cases CORNED BEEF.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers. 810

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION, TOMORROW (SATURDAY), the 27th April, 1907, at 2.30 p.m., at his SALES ROOM, No. 8, Queen's Rd. Central, Victoria, Hongkong.

JAPANESE CURIOS,
SATSUMA, CLOISONNE, BRASS and BRONZE WARES, EMBROIDERED SILK BEDSPREADS, WALL HANGINGS, KAKIMONOS, EMBROIDERED SCREENS and FIRE SCREENS and TEA SETS, etc., etc.

TERMS—As usual.

On View from Friday, the 26th inst. Hongkong, 25th April, 1907. 811

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of April, 1907, at 2 p.m., at the Office of the Public Works Department by Order of His Excellency the Governor of One Lot of Crown Land at Lei Chi Kok, New Kowloon, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for remainder of term of Lease from China or for one further term of 75 years if competent for the Colonial Government so to make it.

TERMS—As usual.

On View from Friday, the 26th inst. Hongkong, 25th April, 1907. 811

PARTICULARS OF THE LOTS.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Sq. Yds.	Annual Rent.	Upset Price.
1. New Kowloon, 1000 ft. x 1000 ft.	Lei Chi Kok.	150 ft. x 100 ft. x 100 ft.	15000	1200	14000

THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that LI SHAP YAT of No. 7, Lee Yuen Street West, Victoria, Hongkong, carrying on business under the style of LI WONG KEF, has on the 29th January, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of March, 1907.
F. X. PALMADA & CASTRO,
Solicitor for the Applicant.

PUBLIC COMPANY

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on SATURDAY, the 27th April, 1907, at 12 o'clock noon, to receive a Statement of Accounts to the 31st December, 1906, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th April, both days inclusive.

J. WHEBLEY,
General Manager. 744

PUBLIC COMPANY

THE CHINA-BORNEO COMPANY LIMITED.

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The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th April, both days inclusive.

J. WHEBLEY,
General Manager. 744

PUBLIC COMPANY

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE HALF-YEARLY MEETING of the above Club will be held in the CITY HALL TO-DAY (FRIDAY), the 26th April, at 12.30 p.m.

By Order,
T. F. HOUGH,
Clerk of the Course. 751

PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26 The Bund, Shanghai, on FRIDAY, the 26th April, 1907, at 4.30 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1906, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 22nd of April, to the 26th April, 1907, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the SECRETARY for Registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road West, Victoria, Hongkong, TOMORROW SATURDAY, the 27th day of April, 1907, at 12 o'clock noon, when the following Resolutions will be proposed:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A" a new sub-clause to be lettered B and C.

(B) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(C) To re-insure any risk in whole or in part.

Should the above Resolutions be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 13th day of April, 1907.
By Order of the Board,
CHAU SIU KI,
Secretary.

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the definition "Jardine, Matheson & Co." be eliminated from Article No. 2.

(b) That Article No. 10 be eliminated.

(c) That Article No. 11 be eliminated and the following Article substituted therefor:—

"Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company."

(d) That the words "or the Corporation he represents" be inserted between the word "be" and the word "hold" in S.S. 1 of Art. No. 18.

(e) That at the end of Article No. 95 the following words be added: "And whom any Share or Shares is or are held by a Public Company or Corporation the Secretary, Manager person for the time being in charge of the business of or Agent of such Public Company or Corporation shall be entitled to vote for such Public Company or Corporation."

(f) That at the end of Article No. 103 the following words be added: "All signatures of the General Agents may be subscribed by such person or persons as may from time to time be thereunto authorized by the General Agents."

(g) That the words "or the" be inserted at the end of line 2 of Article No. 109 and the words "members of the firm of" be eliminated from the third line of Article No. 109 and the words "a shareholder of Messrs." be inserted instead and that the word "Co." be inserted between the word "Co." and the word "or" in the 4th line of Article No. 109.

(h) That the words "and to

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO- HAMA	NORE Capt. G. Phillips	On or About 27th April	Freight and Passage.
SHANGHAI	DEVANHA Capt. J. D. Andrews	About 3rd May	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALIFORNIA	ARCADIA Capt. A. L. Valentini	Noon, 4th May	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HAIPHONG, SWATOW and SHANGHAI	"CHITUNG" Capt. G. Phillips	On 25th April, 10 A.M.
CHUNKING SHANGHAI	"CHUNKING" Capt. G. Phillips	On 1st May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU" Capt. G. Phillips	On 2nd May, 4 P.M.
SHANGHAI CHIEFOO and NEWCHANG	"KIUKIANG" Capt. G. Phillips	On 4th May, 4 P.M.
	"KWEIYANG" Capt. G. Phillips	On 7th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
AGENTS

Hongkong, 25th April, 1907.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semmler	Wednesday, 1st May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von Semmler	About Friday, 3rd May.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ ETEL FRIEDRICH" Capt. E. Malchow	Wednesday, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GNEISENAU" Capt. G. Balze	About Wednesday, 8th May.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Semmler	Thursday, 23rd May.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELOHERS & CO.,**
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th April, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific to the "EMERALG LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 1st May	25th May
"EMERALG OF INDIA"	6,000	THURSDAY, 2nd May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 2nd May	15th June
"EMERALG OF JAPAN"	6,000	THURSDAY, 4th June	24th June
"TARTAR"	4,425	WEDNESDAY, 19th June	13th July
"EMERALG OF CHINA"	6,000	THURSDAY, 4th July	22nd July

"EMERALG" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon. The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CANADIAN PACIFIC RAILWAY. Steamships, 24,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 282.

Intermediate on Steamers, 1st Class, via St. Lawrence 250; via New York 282.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and FOOCLOW	"SHOSHU MARU" Capt. M. Nemoto	FRIDAY, 26th April, at 9 A.M.
TAMSIU via SWATOW and AMOY	"MASAN MARU" Capt. I. Sakurai	SUNDAY, 28th April, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unsurpassed Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd April, 1907.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG.	JAPAN	Second half of April	JAVA PORTS	Second half of April
TJIPANAS.	JAVA	First half of May	JAPAN	Second half of May
TJIMAH.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI.	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP.	IN PORT		JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 24th April, 1907.

Telephone No. 375.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M.

No Fire Insurance has been effected by Bills of Lading will be counter-signed by

DODWELL & CO., LTD., Agents.

Hongkong, 23rd April, 1907.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Bills of Lading will be counter-signed by

SANDER, WELLES & CO., Agents.

Hongkong, 23rd April, 1907.

3

NATAL LINE OF STEAMERS

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

8

Cunliffe, The Pioneer Exporters in Premium Bonds.

Russell & Co.

10 & 12, Place de la Bourse,

SECURITIES issued by PARIS

European Govts and WHITE FOR

Municipalities offering DEScriptive

prospectuses of immensurable. PAMPHLETS

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest estab-

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obtainable elsewhere. Bonds guaranteed, exceptual facilities for payment. Numbers checked after every drawing. Results of Draw-

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vised at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Services continue until last bond drawn. All transactions confidential.

419

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST,

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 401

Pages, and includes a Sketch Plan of

historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes

"CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

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E. HING & Co.

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DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARFALLING
ARNHOLD, KARBEG & CO.
Sole Agents.

295

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length 732 feet.

Length on Blocks 714 "

Width of Entrance on Top 861 "

Width of Entrance on Bottom 881 "

Water on Blocks at Spring Tide 244 "

DOCK No. 1.

Extreme Length 523 feet.

Length on Blocks 513 "

Width of Entrance on Top 82 "

Width of Entrance on Bottom 7 "

Water on Blocks at Spring Tide 61 "

DOCK No. 2.

Extreme Length 371 feet.

Length on Blocks 361 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILER; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steam-

"OURA-MARU" (715 tons), 700 I.H.P.

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

1175

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
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DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

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of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1905;

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RATES FOR SOVEREIGNS, GOLD

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FROM 1st JANUARY, 1861 TO 31st DECEMBER

1913, BEING FROM THE 1st YEAR OF THE

70th CYCLE TO THE 50th YEAR OF THE

70th CYCLE, THAT IS THE 3rd YEAR OF

TUNG CHI TO THE 39th YEAR OF

KWANG SUI.

PRICE 2/6 CASH.

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The Book will be sent by Registered Post

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Hongkong, 3rd October, 1906

1841

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(Published Quarterly.)

CONTAINING Articles of Special Interest

Profusely Illustrated, descriptive of the

people, customs, &c., of the Far East.

The kindly Press criticisms, both Continental

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CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.,
WITH HIGH ARE INCORPORATED
THE CHINA DIRECTORYAND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the

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Not only is the Directory as full and complete

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which will serve as accurate GUIDES FOR THE

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the place, their History, Topography, &c., &c.

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with facts concisely set out, and containing

statistics of the TRADE of each Country and

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Tientsin, Hankow, Shanghai, Hankow, Tientsin, Yokohama, Kobe, Manchu, Harbin, etc.

Tientsin, Hankow, Shanghai, Hankow, Tientsin, Yokohama, Kobe, Manchu, Harbin, etc.

Tientsin, Hankow, Shanghai, Hankow, Tientsin, Yokohama, Kobe, Manchu, Harbin, etc.

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Tientsin, Hankow, Shanghai, Hankow, Tientsin, Yokohama, Kobe, Manchu, Harbin, etc.

**HONGKONG, CANTON. MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.
 S.S. "HOMAN," 2,363 tons, Captain H. D. Jones.
 S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
 S.S. "FATSHAN," 2,350 tons, Captain C. V. de Vries.
 S.S. "KINSHAN," 1,935 tons, Captain E. Branch.
 S.S. "HEUNGSHAN," 1,938 tons, Captain R. D. Thomas.
 Departures from Hongkong to Canton daily at 3 a.m. (Sunday excepted), 10 p.m.
 (Saturday excepted).
 Departures from Canton to Hongkong daily at 8 p.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger,
 S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison,
 Departures from

Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 6 p.m.

The Company also runs a Steamer from Macao on Sunday Mornings at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSEAN," 213 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LL.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willor.
S.S. "NANNING," 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel;
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

JOINT STOCK SHARES.			VESSELS EXPECTED.		
Hongkong, April 25th.					
COMPANY.	PAID UP.	QUOTATIONS.	THE AMERICAN MAIL.		
Albion	Pd. 200	\$120.	The O. & O. str. <i>Coptic</i> , sails from Yokohama on 22nd inst., and will therefore be due at this port about the 30th inst.		
Banks—			THE CANADIAN MAIL.		
Hongkong & S'hai.	\$125.	\$20, sales London 106	The C.P.R. str. <i>Montague</i> , arrived Yokohama on Tuesday, the 23rd inst., at 8 p.m., and left again at 2 a.m. Wednesday, for Kobe, where she is due to-day, at 6 a.m.		
National B. of China	26	\$51.	The C.P.R. str. <i>Empress of Japan</i> , left Vancouver for Hongkong, via usual ports of Call, on Thursday, the 18th inst., p.m.		
Sell's Asbestos E. A.	12s. 6d.	\$7, sellers	THE GERMAN MAIL.		
China-Borneo Co.	\$12	\$10, sellers	The I.G.M. str. <i>Prinz Waldemar</i> , left Sydney on Wednesday, 10th inst., at 6 p.m., and may be expected here on or about 1st May.		
China Light & F. Co.	\$10	\$9, sellers	THE INDIAN MAIL.		
China Provident	\$10	\$9, sellers	The Indo-China str. <i>Nepos</i> , left Calcutta for this port via the Straits on 20th inst., and may be expected here on or about 5th May.		
Cotton Mills—			MERCHANT STEAMERS.		
Two—					
Hongkong	Tls. 53	\$12			
International	Tls. 75	\$7.			
Lou Kung Mow	Tls. 100	\$2.			
Soychew	Tls. 600	\$370.			
Fairly Firm	\$6	\$15, buyers			

Chke and Wharves				The N.D.L. str. <i>Borane</i> , left Sandakan on Saturday, 20th inst. p.m., and may be expected here to-day, a.m.
K. & H. Wharf & G. H. & W. Dock	\$50	\$85.		The P. & O. str. <i>Nore</i> , left Singapore for this port on the 20th inst., at noon.
New Agency Dock	\$64	\$114.		The G. L. & Co.'s str. <i>Eastern</i> , from Sydney, &c., left Port Darwin on 22nd inst., for Manilla and this port.
Shanghai Dock	\$75.	Th. 35.		The G. N. S.S. Co.'s str. <i>Minnesota</i> , from Seattle, sailed from Kobe on 23rd inst., 10 p.m.
S'wai & H. Wharf.	Ths. 100.	Ths. 275.		The H.A.L. str. <i>Belgavia</i> , left Shanghai via Amoy on 24th inst., and may be expected here on 25th inst.
Swenick & Co., Geo.	\$25	\$18.		The N.Y.K. str. <i>Sasuki Maru</i> , (European Line) left Kobe for this port via Moji and Shanghai on the 20th inst., and is expected here on the 20th inst.
Iron Island Cement	\$10	\$19, sellers		The East Asiatic Co.'s str. <i>Sion</i> , left Suva on the 5th inst., and may be expected here on or about the 4th May.
Hongkong & C. Gas.	\$10	\$175, buyers		The A. O. Linnastr. <i>Yieldo</i> , left New York on the 26th inst., and may be expected here on or about the 11th inst.
Hongkong Electric	\$10	\$16, sale.		
Hongkong Hotel Co.	\$50	\$118, sellers		
Hongkong Ice Co.	\$25	\$24.		
Hongkong Rope Co.	\$10	\$20, buyers		
Union Waterboat Co.	\$10	\$10.		
Insurance				
Cantor	\$50	\$284, sellers		
China Fire	\$20	\$85, sellers		
China Traders	\$25	\$97.		
Hongkong Fire	\$50	\$335, sellers		
North China	\$5	Ths. 80, sellers		
Union	\$100	\$775, sales		
Yamatsu				

and Building	\$70, buyers
Hongkong Land	\$109, buyers
Ramphrey's Estate	\$10, sales
Kewoon Land & B.	\$87, sellers
Wanthal Land	Tls. 60, Tls. 102,
WestPoint Building	Tls. 102,
Mining	\$49, sellers
Channagones	Fcs. 250 \$430, buyers

HONGKONG METEOROLOGICAL REGISTER.


Hongkong Observatory, April 25th

	Previous Day at 5 P.M.	On Date: at 5 P.M.	On Date at 5 P.M.
Barometer	29.92	30.00	29.88
Temperature	70	68	83

Tramways	\$10	\$7, buyers
Shipping Co.....	\$10	\$11, buyers
Americas.....	\$10	\$5.
Sugar	\$10	\$115, buyers
Cotton Sugar	\$100	\$21, sellers
Partnership Companies		
China and Manila.....	\$25	1104, sellers
Ponglas Steamship.....	\$50	138, buyers
... Canton & M.....	\$16	\$291, buyers
... do-China S.N. Co.....	\$10	\$71.
Shell Transport Co.....	\$1	41- sellers
Steam Ferry.....	\$10	\$30.
Do, Now.....	\$5	\$164, sellers

Humidity	73	75	76
Wind Direction	ESE	E	E
" Force	3	4	4
Weather	b	c	o
Rain	-	-	-

Highest open air Temperature on 24th.....72
Lowest open air Temperature on 21st.....66

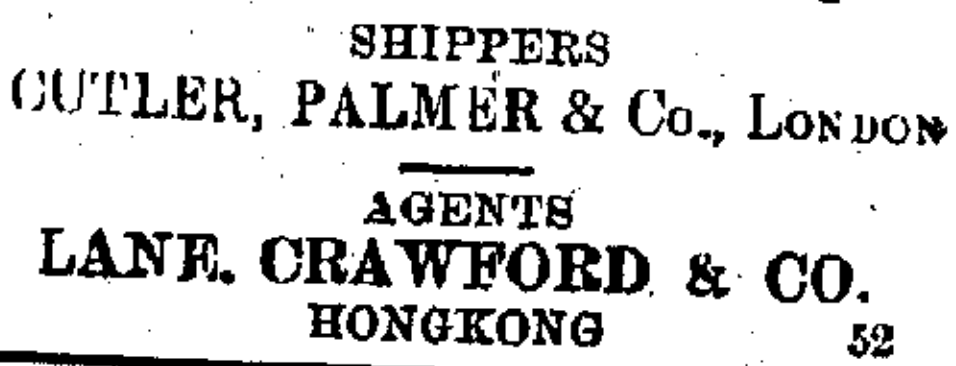


China M. Post.	\$25	\$25.
Laundry Co.,	\$5	\$7, buyers
es & Dispensaries	\$10	\$20, sellers
Campbell, M. & Co.	\$10	\$5, sellers
atkins.....	\$10	\$3.
atons & Co., A.S	\$10	\$12, sales & sel.
ed Asbestos	\$4	\$10, buyers
Do. Founders.....	\$10	\$150.

VERNON & SMYTH.

HONGKONG TIDE TABLE

From April 1894 to 1st May 1897



Printed and Published by **BERTRAM A. HALL** for the Concerned, at 10A, Des Voeux Road:
Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.